

# INFORMATION REPORT

COUNTRY Czechoslovakia

CD NO.

SUBJECT Czechoslovak Railroad Regional Directorate,  
Hradec Kralove

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DATE OF INFO

SUPPLEMENT TO  
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1. Main railroad lines under the direction of the Czechoslovak Railroad Directorate (CSD) at Hradec Kralove (G71) are:

Start

Hanusovice (P51/H50)  
 Pardubice (M79)  
 Chlumec n/C (G50) via Stara Paka (G44)  
 Hradec Kralove (G71) via Jicin (G33)  
 Poricany (M19) via subsidiary line  
 Prague (L78) via Turnov (G24)  
 Nymburk (G20) via Ml. Boleslav (G02)  
 Chocen. (G51/M09)  
 Josefov-Jaromer (P49/S76) to Kralovec  
 Prague (L78) via Vsetaty (F80)  
 Lysa n/L (G00) via Vsetaty-Decin

## Terminus

Prague (L78)  
Liberec (G16)  
Trutnov (G74)  
Turnov (G24)  
Jicin (G33)  
Liberec (G16)  
Varnsdorf-Rumburk (F78)  
Mezimesti (Q50/R08?)  
Trutnov (G74)  
Usti n/Labem (N51/F44)  
Usti n/Labem

2. Subsidiary lines are:

Catolovice (H00)  
Doudleby n/O (O49/Q95)  
Opocno (G91)  
Usti n/Orlici (P50/N18)  
Dolni Lipka (P51/H40)  
Sadova (G31)  
Smrzovka (G82?)  
Vaclavice (unlocated)  
Zelezny Brod (G35)  
Liberec (G16)  
Smidary (G51)  
Chlumec n/C (G50)  
Mlada Boleslav (G02)  
Mlada Boleslav (G02)  
Martinice (O50/N01?)  
Kuncice (G60)  
Trutnov (G74)  
Kralovec (unlocated)  
Kopidlna (G31)  
Skalsko (F92)  
Liberec (G16)

Solnice (H01)  
Rokytnice v Orł. horach (P51/H21)  
Dobruska (unlocated)  
Kynsperk (P50/N29)  
Silperk (unlocated)  
Smirice (G72)  
Josefodol-Maxov (G26/O51-F86)  
Starkoc (G93)  
Tanvald (G36)  
Polubny-Korenov (unlocated)  
Vysoke Veseli (G42)  
Kríneć (G21)  
Stará Paka (G44)  
Melník (F71)  
Rokytnice n/Jizerou (unlocated)  
Vrchlabí (G55)  
Svoboda n/Upou (unlocated)  
Začler (unlocated)  
Dětenice (G22)  
Chotetov (unlocated)  
Zitava/Hradek n/Nisou (unlocated)

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Liberec (G16) via Cernousy (unlocated)	Zawidow (PKP - Polish RR)
Liberec via Frydlant (G18)	Jindřichovice pod Smrkem (?)
Hermanice (G33, G32?)	" " "
Raspenava (G18)	Bily Potok (S 48/G43)
Hermanuv Mestec (G32?)	Vapenny Podol (G50/M37)
Prachovice (M39)	Prelouc (M38)

3. All the main and subsidiary lines above operate on a 24-hour basis. Steam and Diesel locomotives are used; there are no electric lines.

4. Tracks

a. All tracks are standard gauge, with the exception of the following narrow-gauge lines on which standard width cars are employed mounted on narrow-gauge undercarriages:

Frydlant - Hermanice u Frydlantu  
Frydlant - Jindřichovice pod Smrkem

- b. The following lines are doubled-tracked:

Velky Osek (M39)	-	Kolin (M38)
Velky Osek	-	Lysa n/Labem (G00) via Nymburk
Lysa n/Labem	-	Usti n/L (N51/F44) via Vsetaty
Lysa n/Labem	-	Prague

All other lines are single-tracked.

c. Tracks on all lines are in good condition, most consisting of new rails conforming to the CSD specification: 25 meters long, 43 kg/meter weight. The rails are not welded but joined by tie beams. They are held to the sleepers by nails and fastened to the braces by bolts and nuts (screws). German rails are still used only in the Sudetenland. Permanent ways are generally in good shape, sleepers having been replaced by new wooden ones. Only small sections of some subsidiary lines are equipped with iron sleepers. Foundations also are in good condition and tracks are bedded in stone ballast. Cinders are not used anywhere.

5. Signal Installations

Electric signals are used throughout the system. All such installations are up to date in every respect and in excellent condition.

6. Switches

New switches have been installed at Chotovice (G50/M49), Stranova (G02), and Kuks (G73).

7. Bridges and Viaduct Line Crossings

All railroad bridges have been reinforced since the end of the war and are fit to sustain the heaviest loads for three years to come. This, however, does not apply to bridges between the stations of Libneves (unlocated) and Velky Osek (M39) on the Prague-Hanusovice line (P51/H50), where locomotives of the 367 series and heavier must pass at a reduced speed of 20 mph. Locomotives of less weight may pass at full speed. The junction at Velky Osek is equipped with a triangle or arc (Oblouk) which eliminates the necessity for reversing locomotives and permitting a non-stop drive along the entire Hanusovice-Prague line. A viaduct crossing of two lines (převod) exists only at Nymburk (G20), leading to the new shunting yard.

8. Railroad Yards

a. The largest yards are outside Nymburk, where new shunting yards are under construction and partly in use, in the direction of Podebrady (M29) and near the Mrlina River, which had to be diverted for more than half a mile. Spare tracks in this yard have a length of three miles.

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b. Other shunting yards in order of importance are: Hradec Kralove, Liberec, Turnov, Vsetaty, and Velky Osek. These yards have an average capacity of 100 cars per individual track; in-between stations have single tracks holding up to 65 cars.

c. Large junctions and transit yards exist at:

Hradec Kralove	Mlada Boleslav	Lysa n/Labem	Josefov-Jaromer
Nymburk	Stara Paka	Vsetaty	Liberec
Velky Osek	Tyniste (O50/M36)	Turnov	Trutnov
	Chlumec n/Cidlinov	Bakow n/Jizerou (G03)	

d. There are transshipment yards at:

Hradec Kralove (largest)	Turnov	Nymburk
Josefov-Jaromer	Stara Paka	Vsetaty
Liberec	Trutnov	

e. All station buildings are in good condition. There is no manpower shortage and stations are operated at full personnel strength.

#### 9. Locomotive Sheds

Sheds at Hradec Kralove and Nymburk can accommodate twenty locomotives (each station). Vsetaty can take approximately twenty-five locomotives, but its sheds are used only by transients since there is no locomotive park. The following stations are equipped with sheds:

Hradec Kralove	Mlada Boleslav	Turnov	Vsetaty (new)
Josefov-Jaromer	Stara Paka	Kysperk (P51/N29)	Liberec
Bakow n/Jizerou	Trutnov	Velky Osek	Nymburk
Castolovice			

#### 10. Locomotive Parks

a. Nymburk: permanent complement of 80 locomotives; there are usually 50 others on hand.

b. Hradec Kralove: permanent, 45; temporarily, 50 additional.

c. Liberec: 45; Trutnov: 30; Kysperk: 10; all permanent.

d. Vsetaty has no locomotives of its own but provides parking for space for a maximum of 25 engines from other stations. There are only shunting engines at Mlada Boleslav and Bakow.

e. All other locomotives belonging to the Hradec Kralove Directorate are based at various stations on subsidiary lines; normally, three locomotives are in service, with one held in reserve.

#### 11. Locomotive Types

a. The large yards at Hradec Kralove and Nymburk are equipped with the latest express engines, type 367, with a maximum speed of 75 mph at a 1,000 ton load; these can run 60 miles without requiring additional water or coal. Five such locomotives are stationed at Hradec Kralove.

b. Other engines used are types 311, 354, 364, 434, and a variety of smaller types, including some German 52's which are still be used on freight trains. These last are very heavy engines of poor quality which require frequent repairs.

c. Heavy engines run on main lines only and on the two subsidiary lines, Poricany-Jicin (M19-G33) and Hermanuv Mestec-Borohradek (G82-M51/099). Lighter types are run on all other subsidiary lines.

d. Generally, Diesel cars are employed for passenger traffic on the subsidiary lines. Freight trains are drawn only by steam locomotives.

e. Black and brown coal is used for all locomotives.

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12. Repair and Workshops

Repair shops exist at all stoking points and auxiliary repair shops at Kysperk. The largest workshops of the Directorate are at Liberec and Nymburk, with auxiliary shops at Hradec Kralove and Turnov. Repair and workshops for signal installations are at Hradec Kralove. Newly established safety offices (Zabezpecovaci spravy) are located at Liberec, Nymburk, and Turnov.

13. Maintenance

Sectional maintenance and construction departments (Tratove Stavebni Spravy) are located at the following stations:

Nymburk	Mlada Boleslav	Trutnov
Liberec	Hradec Kralove	Kysperk
Nove Mesto n/Metuji	Turnov	Chrudim
Josefov-Jaromer	Stara Paka	

14. Coal Dumps

a. Coal storage facilities with a capacity of supplies for one year exist at Hradec Kralove, Velky Osek, Nymburk, Liberec, Trutnov, and Vsetaty.

b. Coal dumps holding supplies for six months are located at:

Hradec Kralove	Bakov n/Jizerou	Turnov	Liberec
Josefov-Jaromer	Nymburk	Trutnov	Kysperk
Mlada Boleslav	Lysa	Velky Osek	Vsetaty
Stara Paka			

c. Smaller coal dumps, with an average supply capacity for four months:

Borohradek	Chlumec n/Cidl.	Chotetov	Silperk
Castolovice	Vysoke Veseli	Jicin	Kralovec
Svoboda n/Up		Kopidlno	Kopidlno
Skalsko		Kuncice	Sadova
Libun		Mezimesti	Jilemnice
Mseno nr. Melnik	Mestec Kralove		

15. Water Filling Stations

Dolni Lipka	Castolovice	Chlumec n/Cidl.	Kuncice
Lysa n/Labem	Bakov n/Jiz.	Stara Paka	Jicin
Lomnice n/Top.	Starkoc	Trutnov	Kysperk
Doudleby	Velky Osek	Vsetaty	Turnov
Martinice	Vrchlabi	Kopidlno	Kralovec
Josefov-Jaromer	Teplice n/Metuji	Broumov	Tyniste
Hradec Kralove	Nymburk	Ml. Boleslav	Liberec
Jilemnice	Sadova	Libun	Smirice
Zacler	Mezimesti		

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